

Public Transit Equipment and Facilities Management System (PTMS) Process for Revenue Vehicles May 2013

Background: Public Transit Equipment and Facilities Management System (PTMS) is one of the seven management systems that were mandated under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This system is a prioritization process used to select revenue vehicles to be funded for replacement.

Overall PTMS Funding Allocation

up to 100% of all state and federal funds will go toward Rollingstock Replacement/Rehabilitation/Remanufactured projects until such time as the total allocation exceeds \$7 million.

NOTE: In order to be considered under PTMS, capital projects must be programmed for Section 5339 funding in the current year of the approved STIP. Projects programmed for under \$5,000 federal participation are ineligible to compete for statewide funding.

Prioritization of Rollingstock

The Office of Public Transit maintains an extensive inventory on all existing vehicles in the state, which is updated annually. The Iowa DOT prioritizes vehicle replacement and rehabilitation/remanufactured projects annually on a statewide basis based on age and mileage of existing vehicles compared to useful life standards for the specific type of equipment. The following formula is used:

$$(\text{accumulated mileage} - \text{fleet life mileage})/3,500^* = \text{mileage score}$$

$$\text{actual months owned} - \text{fleet life months} = \text{age score}$$

$$\text{mileage score} + \text{age score} = \text{PTMS vehicle score}$$

*The 3,500 is used to give a point for every 3,500 miles of service above the useful fleet life mileage.

PTMS Useful Life Standards

	<u>Useful Life Mileage</u>	<u>Useful Life Age</u>
Sedan Station Wagon Std. Vans/Non-ADA Minivans Conversion & ADA Minivans	100,000 miles	4 yr. (48 mos.)
LD buses	120,000 miles	4 yr. (48 mos.)
MD buses	200,000 miles	7 yr. (84 mos.)
HD buses < 35'	300,000 miles	10 yr. (120 mos.)
HD buses 35' or more	350,000 miles	12 yr. (144 mos.)

The useful life for vehicles that have been rehabilitated/remanufactured is increased by 50% on both mileage and age. Vehicles purchased used, with federal funds, will be pro-rated from the above, based on the ratio of sales price to original price. Vehicles purchased used, with no federal funds involved, may earn points from point of acquisition.

On-Board Security Systems

The PTMS Committee encourages Transit Systems to purchase vehicles with security systems. If feasible, pre-wiring should be considered. Replacement of vehicle security systems is not anticipated to occur through the statewide PTMS process for any security systems that are less than six years old. Local funds may, however, be used for this purpose.

Prioritization of Rehabilitated/Remanufactured vehicles

Prioritized alongside replacements (same points) transit system decides whether to replace or rehab/reman. Second or (third) rehabs/remans are allowed based on points.

Replacement of transferred vehicles and previously replaced vehicles still in service

Replacements of previous replaced vehicles that have been retained by the system or transferred from another system to support expanded public transit service are highest priority among expansion vehicles. Vehicles retained or transferred in, after replacement may be treated the same as used vehicles purchased with local funds.

Replacement of Contractor-owned Vehicles

The PTMS rollingstock prioritization addresses the need to replace vehicles titled to the transit system and used for public transit. If public transit services are been operated with vehicles owned by others, a replacement can be prioritized under the PTMS ranking only after the transit system has successfully obtained the vehicle title. If the transit system cannot obtain title to the existing vehicle, the new vehicle must be programmed as an “expansion,” though it would be appropriate in the justification to note that it will replace an agency-owned vehicle currently in service, and list the age and mileage of that existing vehicle. Should a transit system obtain title of a contractor-owned vehicle, that vehicle will be treated as a “used” vehicle purchased with local funds and may begin to earn PTMS points at acquisition.

Like-kind Replacements

The PTMS rollingstock scoring serves as justification for replacement of an existing vehicle with a similar vehicle (same capacity/weight class). [For this purpose non-ADA equipment can be replaced with larger units offering equivalent seating capacity.] Any other changes in type of size of vehicle must be separately justified and may require supplemental funds as an “expansion” under PTMS or from local funds.

Policy on Lemons

Lemons are the responsibility of the transit system that spec'd and purchased them. (Can sell and purchase equivalent unit to fill out useful life commitment.)

Like-kind Substitution Policy

A transit system may substitute a similar vehicle purchased with local funds to continue service in place of a vehicle which cannot be maintained. When done with OPT concurrence and properly reported, the substitute vehicle will inherit the original vehicle's PTMS points and then accumulate points from that point forward.

Replacement of non-ADA vehicles

No statewide funding will be permitted to be used toward vehicles programmed for replacement as non-ADA vehicles. Only ADA vehicles will be funded.

Replacement of vehicles with negative PTMS points

No replacement or rehabilitation/remanufactured vehicle projects should be submitted for programming if they will have a negative PTMS ranking.

Turn Back of Program Funds (between IPTA meeting and grant submittal)

Go further down replacement/rehab/reman vehicle PTMS listing

Vehicles whose total points are negative will not be funded. The funds will be carried over to the next years funding cycle.

Low vehicle usage

For those vehicles that have not met their useful life and have accumulated less than an average of 10,000 miles per year over a two year period or for vehicles that have met their useful life and have accumulated less than an average of 3,000 miles per year over a two year period, if no justification is provided or the provided justification is not considered acceptable by OPT after consulting with the Public Transit

Advisory Council (PTAC),

- 12 age points will be removed from the vehicle for every year in which the minimum mileage was not accumulated.
- In addition, for every four low-mileage vehicles without acceptable justification, one, otherwise justified, eligible vehicle will be dropped out of the current year's PTMS selections, beginning from the top of the priorities list.

Acceptable justification includes: 1) evidence of low usage is temporary, and 2) the mileage reported for the second year shows a significant increase, particularly if it goes over the threshold. Contingency fleet vehicles are exempt from this policy as long as an approved Contingency Fleet Plan is on file with the Iowa DOT, including the vehicle ID numbers and justification of need. A vehicle delayed disposition request must also be approved by OPT each year. It is strongly suggested that Contingency Fleet Plans be submitted to OPT by July 1 of each year.

Individual Federal Funding Awards

In any federal fiscal year, a transit system that individually receives federal funding from a nationally competitive program for revenue vehicles, is not eligible for participation in the statewide PTMS process for bus replacement that fiscal year. The Iowa DOT will permanently remove the equivalent dollar amount of the transit system's grant or earmark received in buses from the statewide vehicle inventory PTMS list, starting at the top of the list with the highest point buses, and the transit system will not be allowed to participate in that year's statewide programmed vehicle PTMS federal funding process. The PTMS process is the process the Iowa DOT uses to allocate all federal funding awards to the Iowa DOT. A copy of the application submitted by the transit system for the nationally competitive program must be submitted to the Iowa DOT.

The vehicles removed from the statewide vehicle inventory list will no longer be eligible to accumulate PTMS points for future replacement. Affected transit systems can request, with proper justification, that OPT approve those buses be allowed to be retained as expansion buses which will begin accumulating points starting at zero.

Please note: While the transit vehicles on the programmed PTMS list will not be considered for funding from the state's federal grant that year, they will remain on the programmed list as long as they were not removed from the statewide vehicle inventory list and remain in the TIP. Those vehicles will be eligible in the next fiscal year the transit system does not receive a federal grant award.